



Paul Butler Associates

Planning, Development & Heritage Consultants

RB Wilbraham Ltd

Land adjacent to 436 Barlow Moor Road,
Manchester, M21 0AB

Planning Statement

June 2024

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1. Introduction

- 1.1 This Planning Statement has been prepared by Paul Butler Associates Ltd on behalf of RB Wilbraham Ltd. The statement has been provided in support of a planning application for a mixed use commercial and residential development at land adjacent to 436 Barlow Moor Road, Chorlton, Manchester, M21 0AB. The site is vacant previously developed land without any current use.
- 1.2 The site is located in a highly sustainable and accessible location in Chorlton District Centre and the proposal involves the construction of a mixed use development comprising a ground floor commercial unit and 5 apartments on the upper floors.
- 1.3 The development will provide a new high quality four storey building, with the top floor set back from all elevations. The ground floor will comprise a commercial unit that will provide active frontage onto Wilbraham Road and have an area of 95m². Class E (a), (b), (c) and (g) use is applied for. On the upper levels of the building a mix of 1 and 2 bedroom apartments will be provided. These will be attractive to a wide range of future occupiers including young professionals and couples, key workers, young families, as well as people wishing to downsize. The provision of residential accommodation on the site, in a sustainable and accessible location, will also help support existing shops, services and businesses in Chorlton District Centre by providing additional footfall.
- 1.4 To provide a clear understanding of the application proposal this statement includes:
- A description of the application site and surrounding area;
 - A review of relevant planning history;
 - A description of the proposed scheme;
 - A review of national and local planning policies of relevance to the scheme;
 - An appraisal of the scheme against relevant planning policies and an assessment of the scheme in relation to its immediate and surrounding context; and,
 - A conclusion.

2. The Application Site and Surrounding Area

- 2.1 The subject site comprises vacant land adjacent to 436 Barlow Moor Road, Chorlton, Manchester, M21 0AB (see figure 1 below). The site is irregular in shape and approximately 0.044 hectares. It is located within Chorlton District Centre and fronts Barlow Moor Road which, together with Wilbraham Road, are the main roads through Chorlton. The site is located close to the junction of these roads and is in a central location in the District Centre.



Figure 1: Aerial view with the approximate boundary of the application site outlined red.

- 2.2 The site includes 571 – 575 Wilbraham Road and 436 Barlow Moor Road which is a three storey terrace property. This accommodates a 'Café Nero' and 'Max Spielman' on the ground floor, with the upper floors of the building comprising office and residential accommodation. The properties directly to the north of the application site are within the ownership of the applicant and as part of the proposal minor alterations are proposed to the windows on the rear elevations of these properties.

- 2.3 To the south of the site is a vehicular service route / alleyway running to the rear of properties on Wilbraham Road over which the applicant has a right of access. Beyond this are a row of mixed use commercial and residential properties. The nearest property – 432 Wilbraham Road – is a property lettings agent with a residential property above. This building is two storeys with accommodation in the roofspace.
- 2.4 To the rear (east) of the site there is a tall brick wall on the boundary and beyond this the rear yard of the adjoining property – 573 Wilbraham Road.



Figure 2: View of the site from Barlow Moor Road.



Figure 3: View across the site looking north towards 571 – 575 Wilbraham Road and 436 Barlow Moor Road.



Figure 4: View of adjacent properties (436 Barlow Moor Road (right) and 575 Wilbraham Road (left)).



Figure 5: View of 571 - 575 Wilbraham Road frontage.

- 2.5 The site is currently vacant and comprises rough hardstanding following the clearance of earlier buildings. The current condition of the site is somewhat unattractive and presents a gap in the otherwise built frontage along this part of Barlow Moor Road. The site is enclosed

by c.2m high black metal fencing to the west and south with a gate affording access from Barlow Moor Road.

- 2.6 The site is located within Chorlton District Centre close to the centre and approximately 200m to the west of Chorlton Metrolink Station. The area has a mixed character including town centre uses such as shops, takeaways, and offices, as well as residential. Residential development includes largely terraced and semi-detached housing set back from the main commercial areas, as well as apartments mainly above commercial premises. The site is approximately 5Km to the south of Manchester City Centre.
- 2.7 The site is well connected by both private and public transport whilst its location within Chorlton District Centre means there are numerous services, amenities and leisure facilities within walking distance of the property. The property is close to high frequency bus stops with a stop adjacent to the site and providing services to Manchester City Centre, The Trafford Centre, Stockport and other destinations. As noted above, Chorlton Metrolink Station is approximately 200m away and provides routes to Rochdale, Manchester Airport, East Didsbury and the City Centre. Junction 6 of the M60 Motorway is located approximately 1.9Km from the site.
- 2.8 In terms of planning policy designations the site is located within Chorlton District Centre and South Manchester. No other site specific planning policy designations apply. The site is located in Flood Zone 1, land at least risk of flooding. A small part of the south west corner of the site is located within an Air Quality Management Area. The site is not located within a conservation area, nor are there any listed buildings within proximity which might be impacted upon by redevelopment of the site.

3. Planning History and Pre-application Consultation

Planning History

The Application Site

- 3.1 A planning history search of Manchester City Council's online planning map was undertaken in June 2024. The applications identified are presented in the table below. This planning history is of limited relevance but is noted below for completeness.

Reference No.	Address (as per MCC's website)	Proposal	Decision and Date
100898/FO/2012/S1	Land To The Rear Of 436 Barlow Moor Road Chorlton Manchester	Removal of existing steel palisade fence and gate and erection of 2.4 metre high black powder coated galvanised steel fence and gate	Approved 16 Jan 2013
049856/AO/SOUTH2/96	575, Wilbraham Road, Chorlton cum Hardy	a) Illuminated fascia name sign b) Two illuminated double sided projecting box signs	Approved 18 Jun 1996
044269/AO/SOUTH2/93	571/573, Wilbraham Road, Chorlton-cum-Hardy	Erection of illuminated fascia signs and projecting box signs on the Wilbraham Road and Barlow Moor Road elevations.	Approved 22 Dec 1993
044267/FO/SOUTH2/93	571/573, Wilbraham Road Chorlton-cum-Hardy	Installation of new shop fronts and an automatic transaction machine on the Barlow Moor Road frontage.	Approved 22 Dec 1993
043566/FU/SOUTH2/93	571 Wilbraham Road Chorlton-cum-Hardy	Change of use from A1 to A2	Approved 01 Jul 1993

044267/FO/SOUTH2/93	571/573, Wilbraham Road Chorlton-cum-Hardy	Installation of new shop fronts and an automatic transaction machine on the Barlow Moor Road frontage.	
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The Surrounding Area

- 3.2 Research of the planning history of the surrounding area has also been undertaken to identify any applications which may have implications for the development of the subject site. The below application is of particular note:

Reference 137425/FO/2023

Address 577-579 Wilbraham Road, Manchester, M21 9AF

Description Erection of a three storey rear extension and elevational alterations to the Barlow Moor Road and Wilbraham Road frontages, in connection with the creation of two retail units (Class E) on the ground floor with six self-contained flats above

Decision (Class C3)

Approved 20 September 2023

- 3.3 This approval relates to 577 – 579 Wilbraham Road and associated hardstanding area, located roughly opposite the application site to the west. The approval was granted for ground floor commercial use with residential flats above. There are therefore similarities with the application proposal. Figures 6 and 7 below show visuals of the approved development.



Figure 6: Visual of approved development at 577-579 Wilbraham Road (source: MCC public access).



Figure 7: Visual of approved development at 577-579 Wilbraham Road (source: MCC public access).

Pre-application Consultation

3.4 Prior to submission of this planning application pre-application consultation has taken place with Manchester City Council Planning Department. Initial proposals were submitted to the Council and an online meeting arranged during which the scheme was presented. A number of queries were raised by the Council’s Planning Officer and responded to by the project team. Following the meeting written feedback was provided and this is summarised in the table below together with the response on behalf of the applicant:

MCC Pre-application Comment	Response
‘...we had concerns particularly in relation to the relationship between the proposal and the impact on adjoining property, which your client stated that they owned and could manage the impacts of.’	As per the completed ownership certificates it is confirmed that the applicant is also the owner of 436 Barlow Moor Road and 571 – 575 Wilbraham Road. The application drawings show the external alterations proposed to these properties to enable the development of the vacant site. These demonstrate that office use can continue on the upper floors of the existing buildings. It is also demonstrated that the operation / servicing requirements of the

	existing buildings will continue to be met utilising the existing courtyard space and communal rear access.
<p>'...There was then a conversation in relation to the scale of the proposals (that the building should not be taller than the surrounding buildings and needs to respect the hierarchy of the corner property), and the elevational design was not cohesive and did not align with the features on neighbouring buildings, particular conversations were held in relation to the proposed mansard roof (being out of keeping) and comments was made that the rear elevation and side elevations seem to be more restrained architecturally.</p>	<p>Following these comments the project team have carefully reviewed the design of the scheme. The design of the top floor has been changed from a mansard design to a set back top floor with flat roof which will comprise dark grey metal cladding.</p> <p>Whilst the proposed building will be marginally taller than 436 Barlow Moor Road it is highlighted that the set back of the top floor will visually reduce the appearance of its scale and it will sit comfortably within the streetscene as demonstrated by the submitted Street View drawing. The proposed building is considered appropriate and justified in design terms and this is discussed in more detail at Section 6 of this Statement and within the Design and Access Statement.</p> <p>In addition to the above it is highlighted that due to the central location of the site it is important to achieve an appropriate density of development to ensure a deliverable and successful development. This is achieved with the submitted proposal whilst a reduction in the amount of accommodation could threaten the deliverability.</p>
There was also a discussion about servicing and how this would occur for both the	It is confirmed that servicing for the proposed building will take place from the

<p>proposed building and for the neighbouring buildings.</p>	<p>rear and onto the adjacent alleyway over which there is a right of access.</p> <p>For 436 Barlow Moor Road and 571 – 575 Wilbraham Road the existing courtyard will continue to accommodate service functions for these buildings. The operators of these buildings will utilise the communal rear access that is incorporated into the development and leads onto the adjacent alleyway.</p>
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- 3.5 The matters raised during the pre-application consultation have been appropriately considered by the project team as part of the application proposals. Further discussion is provided at section 6 of this Statement and within the supporting Design and Access Statement.

4. The Proposed Scheme

- 4.1 The proposal involves the redevelopment of the vacant previously developed land with a mixed use commercial and residential building. The proposed building will be four storeys in height (with the top floor being set back) with the ground floor comprising commercial use (use class E (a), (b), (c) and (g)) and 5 apartments (use class C3) on the upper floors.
- 4.2 The proposed apartments will be attractive to a wide range of future occupiers including young professionals and couples, key workers, young families as well as people wishing to downsize. It will contribute to the diversification of accommodation in the area and will help support existing shops, services and businesses in Chorlton District Centre by increasing footfall.
- 4.3 The scheme will provide a total of 5 apartments comprising a mix of 2 x 1 beds and 3 x 2 beds. The apartments will be accessed from a dedicated residential entrance fronting Barlow Moor Road with a staircase leading to the first and second floors of the building. Dedicated residential waste storage is provided at ground floor level of the building with access from the apartment lobby, and a service access onto the alleyway located to the south of the site (over which the applicant has a right of access). Secure cycle storage is also provided on the ground floor of the building with space for six bikes. A separate waste store for the commercial use is also provided at the rear of the building. There is also a commercial bike store with space for two bikes.
- 4.4 The apartments will be generously sized and comprise well-designed living accommodation to reflect modern occupier expectations. Nationally Described Space Standards are met and exceeded for the proposed apartments in terms of overall areas and room sizes. The apartments will benefit from good levels of natural light and outlook. They will comply with all relevant building regulations in terms of energy performance and efficiency.
- 4.5 The building will have contemporary detailing but with a design approach which is sympathetic with the traditional properties in the surrounding area. The main body of the building will be three storeys and will comprise high quality brick which will be a red multi-

blended colour with small hints of grey. Articulation and interest to the elevations is also provided with deep window reveals and brick detailing. Vertically proportioned windows will help to maximise levels of natural light within the building. A set back top floor is provided which will comprise dark grey metal cladding. At ground floor level, floor to ceiling shopfront glazing will be provided for the commercial unit to meet occupier requirements and ensure activation of the ground floor frontage. An internal vertical riser is also provided to cater for a potential commercial tenant should this be required. Further details of the design rationale of the proposal are provided within the Design and Access Statement prepared by SPArchitects submitted as part of the planning application.

- 4.6 As part of the application external alterations are proposed to the rear / side elevations of 571 – 575 Wilbraham Road and 436 Barlow Moor Road. These alterations are shown by the application drawings and include blocking / removing and relocating existing windows. The rooms affected by these changes form part of office spaces including W/C facilities. The changes identified do not affect the amenity or operation of the existing accommodation.

5. Planning Policy Context

5.1 Planning policy guidance of relevance to the proposed scheme, and which provides the context for its assessment, is set out within the following:

- The National Planning Policy Framework (NPPF); and,
- The Development Plan for Manchester.

National Planning Policy Framework

5.2 The latest National Planning Policy Framework (NPPF) was published in December 2023, and sets out the government's planning policies and how these are expected to be applied. A presumption in favour of sustainable development continues to be at the heart of the NPPF which ensures that development is pursued in a positive way.

5.3 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

5.4 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

Delivering Sustainable Development

- 5.5 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework. The NPPF is split into 17 chapters, the chapters of relevance to this development are discussed below.

Delivering a sufficient supply of homes (Chapter 5) – paragraph 60 explains that in order to support the government’s commitment to significantly boosting the supply of homes, it is important that a sufficient amount and variety of land comes forward for development where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet as much of an area’s identified housing need as possible, including with an appropriate mix of housing types for the local community.

The NPPF is clear at paragraph 11 that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites or the Housing Delivery Test indicates that the delivery of housing was substantially below the housing requirement over the previous three years.

Paragraph 70 highlights that small to medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. Paragraph d) emphasises the importance of windfall sites and states that local authorities should support their development through giving great weight to the benefits of using suitable sites within existing settlements for homes.

Building a strong and competitive economy (Chapter 6) - emphasises that the government is committed to ensuring that the planning system should help to support economic growth. It recognises that a poor environment and a lack of housing can act as a potential barrier to investment.

Ensuring the vitality of town centres (Chapter 7) - sets out that planning policies should define a network and hierarchy of town centres and promote their long term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters. The chapter also recognises that residential development often plays an important role in ensuring the vitality of centres and encourages residential development on appropriate sites.

Promoting healthy communities (Chapter 8) - the planning system should aim to achieve healthy, inclusive and safe communities. Planning decisions should aim to achieve places which promote, amongst other things, safe and accessible developments, where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

Promoting sustainable transport (Chapter 9) - to protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities.

Paragraph 115 advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highways safety, or the residual cumulative impacts on the road network would be severe.

Making effective use of land (Chapter 11) – the NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’

land. Paragraph 124 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for new homes and other identified needs. Further, sub-section (d) of this paragraph explains that planning should also promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 128 sets out that the planning system should support development that makes efficient use of land, taking into account the following:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

Achieving well-designed places (Chapter 12) - this chapter sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Meeting the challenge of climate change, flooding and coastal change (Chapter 14) - this chapter emphasises the importance of securing reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change; and, in terms of flooding, development should be made safe without increasing flood risk elsewhere.

Conserving and enhancing the natural environment (Chapter 15) - the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, recognising the wider benefits of ecosystem services and minimising impacts of biodiversity and providing net gains in biodiversity where possible.

Paragraph 193 states that planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing

business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

Decision making – guidance in paragraph 38 states that local planning authorities should approach decisions in a positive and creative way, making use of the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants. Decision-makers at all levels should seek to approve applications for sustainable development where possible.

The National Design Guide

- 5.6 The National Design Guide was adopted in 2021 and outlines national design guidance for creating beautiful, enduring, and successful places. It provides practical planning advice around the 10 characteristics informing well-designed places: context; identity; built form; movement; nature; public spaces; uses; homes and buildings; resources; and lifespan.

The Development Plan for Manchester

- 5.7 The Development Plan for Manchester comprises the following documents:

- The Core Strategy Development Plan Document (July 2012);
- Saved policies of the Unitary Development Plan for Manchester (July 1995); and,
- Places for Everyone (PfE) March 2024.

The Core Strategy Development Plan Document (July 2012)

- 5.8 The Core Strategy, adopted in July 2012, is the key Development Plan Document against which proposals should be judged. Core Strategy objectives and policies of particular relevance to the proposed scheme include:

- Spatial Objective SO1 'Spatial Principles' states that the sustainable development of the City can contribute to halting climate change.
- Spatial Objective SO2 'Economy' supports a significant further improvement of the city's economic performance, to spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.
- Spatial Objective SO3 'Housing' seeks the provision of a significant increase in high quality housing provision at sustainable locations to address demographic needs and support economic growth.
- Spatial Objective SO5 'Transport' seeks to improve the physical connectivity of the City, through sustainable and accessible transport networks.
- Spatial Objective SO6 'Environment' seeks to protect and enhance the natural and built environment of the city, ensure the sustainable use of natural resources, and secure a high standard of design in all development proposals.
- Policy SP 1 'Spatial Principles' states that a key spatial principal which will guide the strategic development of Manchester will be the emphasis on the creation of neighbourhoods of choice. Development should enhance or create character; make a positive contribution to the health, safety and wellbeing of residents; consider the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income; protect and enhance the built and natural environment; minimise emissions, ensure the efficient use of natural resource and reuse previously developed land wherever possible; and improve access to jobs and services by being located to reduce the need to travel and provide good access to sustainable transport provision.
- Policy H 1 'Overall Housing Provision' sets out that approximately 60,000 new dwellings will be provided for in Manchester over the period 2009 to 2027. New residential will need to take account of the need to: provide house types to meet a diverse and growing population; support growth on previously developed sites in sustainable locations;

contribute to the Council's design principles in terms of character, amenity space and parking provision; address deficiencies in, physical, social or green infrastructure, prioritise sites in close proximity to centres of high frequency public transport routes; consider environmental constraints; and be designed to give privacy to both its residents and neighbours.

- Policy H 6 'South Manchester' states that the sub area of South Manchester will accommodate 5% of new residential development over the lifetime of the Core Strategy. High density housing is a priority within the District Centres.
- Policy T 2 'Accessible areas of opportunity and need' states that new development will be actively managed to ensure that new development is easily accessible to the city's main economic drivers and is easily accessible by walking, cycling and public transport.
- Policy EN 4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' states that all development must follow the principle of the energy hierarchy: to reduce the need for energy through design features that provide passive heating, natural lighting and cooling; to reduce the need for energy through energy efficient features such as improved insulation and glazing; to meet residual energy requirements through the use of low or zero carbon energy generating technologies.
- Policy EN 8 'Adaption to Climate Change' states that new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of buildings and associated external spaces. Regard should be had to: minimisation of flood risk by appropriate siting, drainage and treatment of surface areas to ensure rain water permeability; reduction of urban heat island effect through the use of green infrastructure, green roofs and tree cover; controlling over-heating of buildings through passive design; providing linked and diverse green space to enhance natural habitats which will assist species adaptation.
- Policy EN 9 'Green Infrastructure' states that new development will be expected to maintain, and where opportunities arise, enhance green infrastructure.

- Policy EN 14 'Flood Risk' states that all new development should minimise surface water run-off through sustainable drainage systems and use of Green Infrastructure.
- Policy EN 15 'Biodiversity and Geological Conservation' states that developers will be expected to enhance, restore or create new biodiversity, either on site or adjacent.
- Policy EN 19 'Waste' states that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.
- Policy DM 1 'Development Management' sets out various issues that development should have regard to, including: appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas; effects on amenity; accessibility; community safety and crime prevention; adequacy of internal accommodation; refuse storage and collection; and effects relating to archaeological or built heritage.

Saved Policies of the Unitary Development Plan for Manchester (July 1995)

5.9 The Unitary Development Plan (UDP) was superseded by the Core Strategy in 2012. However, a number of UDP policies have been 'saved'. Extant policies contained within the UDP which are relevant to the proposed scheme include:

- DC7.1 'New Housing Development' seeks to ensure new housing is accessible at ground floor level for disabled people where this is practical.
- DC14 'Shop fronts and Related Signs' states that in determining applications relating to premises for shop fronts, security grilles, advertisement signs, canopies and awnings, the Council will seek to ensure that proposals are in keeping with the character of the building and adjoining buildings, of adjoining shopfronts, where appropriate, and of the area within which the premises are located. Shopfronts should allow full access for people whose mobility is impaired. Externally mounted security grilles or shutters will not normally be permitted if they are of solid construction. In cases where externally

mounted security grilles or shutters are considered acceptable, the boxes housing the grille or shutter should wherever possible be located behind the fascia.

- DC26.1 'Development and Noise' states that the Council will consider the implications of new development proposals which are likely to be generators of noise, and the effect of new development being exposed to existing noise sources which are effectively outside planning control.

Places for Everyone Joint Development Plan Document, 2024

5.10 The 'Places For Everyone Joint Development Plan Document For Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan' was adopted 21 March 2024 and forms part of the Development Plan for Manchester. The following policies are of relevance to the proposed development being considered:

- Policy JP-S1: Sustainable Development states that to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. In preparing plans, authorities should make as much use as possible of suitable previously-developed (brownfield) land and vacant buildings to meet development needs.
- Policy JP-S2: Carbon and Energy states that the aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including: amongst other things, promoting the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling.
- Policy JP-S4: Flood Risk and the Water Environment states that an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk, by: amongst other things locating and designing development so as to minimise the impacts

of current and future flood risk, including retrofitting or relocating existing developments, infrastructure and places to increase resilience to flooding.

- Policy JP-S5: Clean Air states a comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met, including: amongst other things, locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution.
- Policy JP-S6: Resource Efficiency states the achievement of a circular economy and a zero-waste economy will play a key role in meeting Greater Manchester's ambition of becoming a leading green city region by 2038. The following measures will help achieve this:
 1. Development and implementation of the Zero Waste Strategy for Greater Manchester which promotes overall reduction in the level of waste produced and supports resource efficiency within the Plan area in order to gain the maximum value from the things we produce;
 2. Recognition of the role of existing infrastructure in managing our waste and protecting such facilities to ensure adequate waste management capacity is maintained; and
 3. Using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.
- Policy JP-J1: Supporting Long-Term Economic Growth states that a thriving, inclusive and productive economy will be sought in Greater Manchester boroughs. There will be an emphasis on, amongst other things, maintaining a very high level of economic diversity across our boroughs providing the high-quality; and sustainable living environments that will help to attract and retain skilled workers.

- JP-H1: Scale, Distribution and Phasing of New Housing Development states that a minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305. The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution support the Plan's overall strategy which enables people to reduce the need to travel.
- JP-H3: Type, Size and Design of New Housing states that development across the plan area should seek to incorporate a range of dwelling types and sizes.
- JP-H4: Density of Housing states new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.
- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity states that through local planning and associated activities a net enhancement of biodiversity resources will be sought.
- Policy JP-P1 Sustainable Places states the aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places.
- Policy JP-P4: New Retail and Leisure Uses in Town Centres states that the hierarchy of centres for retail and leisure uses will be maintained and enhanced.

Other Relevant Policy

- 5.11 Manchester City Council have also adopted a number of supplementary planning documents and other guidance which although not forming part of the Development Plan are material considerations in the determination of a planning application. These documents are noted below:

South Manchester Regeneration Framework (2008)

- 5.12 South Manchester is identified as an area with a rich and diverse group of neighbourhoods, with a wide range of issues and needs. Some areas are already successful, so the South Manchester Regeneration Framework (SRF) is needed to help continue and build on this success. Other areas, in contrast, have particular issues that the SRF will help to tackle, such as poor housing and high levels of deprivation and worklessness. The opportunity for the SRF is to build on and improve its assets – the distinctive, successful neighbourhoods and centres, the high quality parks and the strong heritage and character of South Manchester – and use these as a model to drive forward the future of the area. These qualities should be applied across South Manchester to raise the quality of the built environment and expand the number of successful neighbourhoods. The SRF identifies a key issue for the area as providing a wider choice of housing to attract and retain residents. The SRF states future housing developments need to focus on providing high-quality family accommodation. It identifies that high-quality sustainable new housing developments should meet the housing needs of the existing and future population of South Manchester.

The Guide to Development in Manchester Supplementary Planning Document and Guidance (2007)

- 5.13 This document aims to support and enhance the on-going development of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development that would be acceptable.

Providing for Housing Choice Supplementary Planning Document and Planning Guidance (2008)

- 5.14 This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision. The document confirms that the trigger for affordable housing being sought is developments of 15 or more dwellings or on sites of 0.3 hectares or more.

Manchester Residential Quality Guidance (2016)

- 5.15 The Manchester Residential Quality Guidance was published in 2016 and seeks to outline the considerations, qualities and opportunities that will help to deliver high quality residential development across Manchester. The document is a material consideration in the determination of a planning application.

Design for Access 2 (2003)

- 5.16 This is the Council's best practice guidance on inclusive design standards. It sets out the City's aspirations for inclusive development and is intended for use by architects, planners, engineers, landscape architects and other designers. The document acknowledges that when dealing with the constraints imposed by existing buildings it may not always be possible to meet the access standards set out within the document.

Chorlton District Centre Action Plan 2010 – 2020

- 5.17 The Chorlton District Centre Action Plan was prepared to assist with the improvement of Chorlton District Centre and help create a sustainable urban neighbourhood of choice for existing and future residents.
- 5.18 The Action Plan recognises the varied mix of housing in Chorlton as a strength although it also recognises a lack of accommodation for key workers and young professionals as a weakness. There are no specific actions or priorities identified within the Action Plan relating to housing.
- 5.19 For the reasons given in section 6 below it is considered that the proposal is wholly consistent with the above planning policy guidance.

6. Planning Appraisal

6.1 Having regard to the relevant planning policy guidance in the previous section, the key material considerations against which the proposed scheme should be considered, and which are discussed in this section, include:

- Principle of Development;
- Design Considerations;
- Potential Impact on Amenity;
- Sustainable Development: Economic, Social and Environmental Benefits;
- Highways, Accessibility, Parking and Servicing;
- Crime and Security Matters;
- Ecology; and
- Flood Risk.

Principle of Development

- 6.2 The application building is located in Chorlton District Centre. It is currently vacant, previously developed land that has a negative impact on the area, acting as an unattractive gap in the built frontage along the east side of Barlow Moor Road.
- 6.3 The application proposal will enable this brownfield site, located in a highly sustainable and accessible location, to be redeveloped for a new mixed use building thereby allowing the site to be brought back into economic use and make a positive contribution to the area.
- 6.4 The District Centre includes a mix of uses including town centre commercial uses such as shops, banks, cafes, takeaways etc, whilst residential uses are also common. Residential uses comprise apartments above commercial uses, whilst there is a significant amount of traditional housing nearby. The proposed scheme will provide 5 apartments on the upper levels of the building with a commercial unit (use class E (a), (b), (c) and (g)) provided at ground floor level which will contribute to the mixed character of the area.

- 6.5 Due to the District Centre location there is excellent access to a wide range of shops, amenities and facilities to meet the needs of future residents of the scheme. Paragraph 90(f) of the NPPF recognises that residential development often plays an important role in ensuring the vitality of centres and encourages residential development on appropriate sites. Core Strategy Policy H 6 confirms that high density development in South Manchester will be supported in District Centres including Chorlton. The site is highly accessible and sustainable and there is excellent access to public transport including Chorlton Metrolink Station and nearby bus services. The provision of housing on the site will also support the Council in meeting their target of providing 60,000 new dwellings between March 2009 and March 2027, as set out under Core Strategy Policy H 1. The provision of housing on this sustainably located brownfield site will also help to reduce pressure to develop on less sustainable greenfield and Green Belt land.
- 6.6 PfE policy JP-H1 'Scale, Distribution and Phasing of New Housing Development' states that a minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305. The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution support the Plan's overall strategy which enables people to reduce the need to travel. PfE policy JP-H3 'Type, Size and Design of New Housing' states that development across the plan area should seek to incorporate a range of dwelling types and sizes. Policy JP-H4 'Density of Housing' states new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.
- 6.7 The Chorlton District Centre Action Plan is a material consideration in the determination of this application and seeks to create a sustainable urban neighbourhood of choice for existing and future residents. The document identifies a lack of accommodation for key workers and young professionals as a weakness. The proposed accommodation will help to meet this demand through the provision of a mix of 1 and 2 bed apartments. This mix will meet demand from a range of different occupiers, whilst also contributing to the existing housing stock in Chorlton and helping to maintain a sustainable neighbourhood of choice, consistent with the Core Strategy, PfE, and the Providing for Housing Choice Supplementary Planning Document.

- 6.8 The provision of a ground floor commercial unit will contribute to the vitality and vibrancy of Chorlton District Centre, contributing to footfall and providing passive surveillance. The provision of a commercial ground floor unit reflects the established position. Use class E (a) (b) (c) and (g) are applied for which can allow for use as a shop, café and offices and will assist in finding an operator for the premises swiftly.
- 6.9 In summary, the principle of a mixed use development comprising residential apartments and a commercial unit on the ground floor complies with Core Strategy Policies H 1 and H 6; the 'Providing for Housing Choice' Supplementary Planning Document'; the 'South Manchester SRF' and the 'Chorlton District Centre Area Action Plan'.
- 6.10 The scheme will be associated with a series of positive planning and regeneration benefits including:
- Redevelopment of a vacant previously developed site which will help to address housing demand in Manchester and reduce pressure to develop greenfield and Green Belt sites.
 - The proposed accommodation will be developed to a high standard and provide housing for a wide range of occupiers in a highly accessible and sustainable location, within close proximity to local shops and services in Chorlton District Centre.
 - The provision of a development with high sustainability credentials that will deliver economic, social and environmental benefits.
 - Securing direct investment into the local community through the provision of jobs during the construction period and spending by future residents in local shops and Chorlton District Centre.
 - Encouraging natural surveillance that will improve security and help reduce the fear of crime.

- 6.11 The above points are considered in more detail within the remainder of this section and demonstrate that the scheme wholly accords with national and local planning policy guidance.
- 6.12 It is important to highlight that the proposed scheme is also deliverable on the site for the following reasons:
- **It is Available** – The applicant owns the site and is therefore in a position to develop it once planning permission is secured.
 - **It is Suitable** – The suitability of the site for residential development is confirmed throughout this report, by reason of its sustainable accessible location within Chorlton District Centre and proximity to a wide array of amenities and services.
 - **It is Achievable** – There are no policy restrictions or development constraints that would impact on the scheme's deliverability. Should planning permission be granted, the applicant is keen to commence works on site immediately.
 - **It is Viable** – The scheme is viable and deliverable in the short-term.

Design Considerations

- 6.13 The application site does not contain any buildings or features of heritage interest, nor is it within a conservation area. A review of historic plans and photographs show that the site previously accommodated buildings and reinstatement of built form to the site is considered to have a positive townscape impact.
- 6.14 The proposed new building will be sited at back of pavement and follow the established building line formed by adjacent properties to the north and south. This will provide a strong and consistent street wall and remove the harmful impact in the townscape caused by the present vacant condition of the site. The proposal will provide a commercial unit at ground floor level which will have shopfront glazing to provide activity, vibrancy and vitality to this part of Barlow Moor Road, as well as offering benefits in terms of passive surveillance and security.

- 6.15 In terms of scale and massing, this has been developed to respect the adjacent properties. The building is three storeys in height and the submitted streetscene drawings show how the building height reflects the eaves and ridge heights on the neighbouring properties.
- 6.16 In terms of design detailing and architecture, the building will have contemporary touches but with a design approach which is sympathetic with the traditional properties in the surrounding area. The main body of the building will be three storeys and will comprise high quality brick which will be a red multi-blended colour with small hints of grey. Articulation and interest to the elevations is also provided with deep window reveals and brick detailing. Vertically proportioned windows will help to maximise levels of natural light within the building. A set back top floor is proposed with dark coloured metal cladding which will provide design interest whilst breaking up the visual massing of the building. At ground floor level, floor to ceiling shopfront glazing will be provided for the commercial unit to meet occupier requirements and ensure active occupation. Internal open style security shutters will be provided and dedicated signage zones incorporated into the frontage.
- 6.17 To the rear and side elevations window openings (with obscured glazing to prevent overlooking) and variation / depth in the brickwork provide design interest
- 6.18 For the reasons given above the demolition of the existing building and redevelopment of the site is considered appropriate, whilst the subject building will have a high quality appearance which will be a positive addition to the streetscene and Chorlton District Centre. On this basis it is concluded that the proposal is consistent with provisions of the NPPF and NDG; Core Strategy Policies EN 1 and DM 1 of the Core Strategy; UDP policy DC14; PpE policy JP-P1; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Guidance document.

Potential Impact on Amenity

- 6.19 With regards to the scheme's potential impact on residential amenity, two issues require consideration: whether the proposed scheme will maintain a satisfactory level of amenity for neighbouring uses; and, whether the design will ensure that future occupants of the scheme are able to enjoy a satisfactory level of amenity.

Neighbouring Uses

- 6.20 The application building is located in a District Centre where residential use is supported by national and local planning policy. The property to the north (571 – 575 Wilbraham Road) is within the applicant's ownership and comprises offices and residential accommodation on the upper floors. To facilitate the development existing windows to the rear elevation will be repositioned / blocked up. The accommodation affected is office space only and residential accommodation is not affected. The relocation of windows proposed will ensure the office accommodation can continue to provide functional accommodation.
- 6.21 The property to the south of the site (432 Barlow Moor Road) is a letting agents office with a residential flat above. It is noted that there is a window in the gable of this property which looks north towards the application site. This window is understood to be at the top of a staircase and serves an open plan living space. This open room also benefits from two roof lights to the front elevation of the building which afford good levels of natural light, and are positioned at a height which also allows outlook. The proposed building will be separated from No. 432 by the alleyway / service road, whilst there will be no primary windows to habitable rooms on the south elevation of the proposed building. This approach ensures there is no impact in terms of loss of privacy, whilst existing occupiers of No. 432 will continue to have an appropriate level of light and outlook.
- 6.22 In terms of the relationship with properties to the east, it is understood that the nearest window of the adjacent property (569 Wilbraham Road) serves a kitchen (see figure 8 below). A kitchen is not classed as a habitable room in planning terms. Notwithstanding this the design of the proposed scheme is sensitive to the proximity of the building to this window, with the upper floor being set back from the boundary.

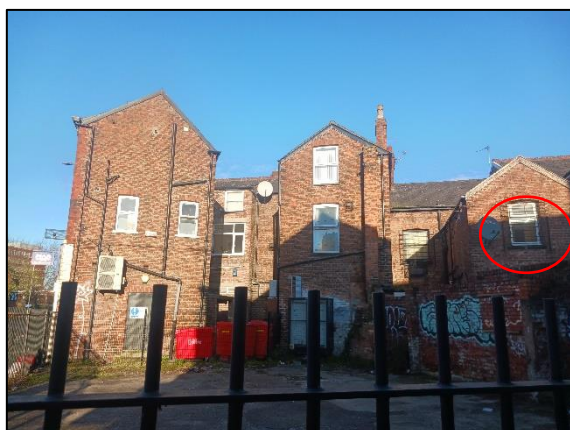


Figure 8: View of the rear of properties on Wilbraham Road with kitchen window of flat at No. 569 circled.

- 6.23 In relation to the proposed commercial use the identified uses applied for (use class E (a) (b) (c) and (g) and all appropriate in a District Centre location such as this. The opening hours applied for are 7am – 10pm Monday – Saturday; and 9am – 6pm Sunday. These opening hours are typical of commercial uses in the vicinity and provide sufficient flexibility to allow for a commercial operator to be found for the space.
- 6.24 It is recognised that depending on the end user a commercial use may require a commercial kitchen extract or other mechanical plant. As an end-user is not yet identified for the space it is not possible to provide details at this stage, however standard planning conditions can be applied to any planning permission to ensure that any odours / fumes and noise can be satisfactorily controlled and not result in any adverse impacts for existing neighbouring occupiers. In relation to servicing of the commercial use an existing service road is to be utilised and it not considered that there will be any material amenity impact associated with servicing.
- 6.25 For the above reasons it is confirmed that the proposed scheme will not have an adverse impact on the amenity of occupiers of neighbouring buildings.

Proposed Dwellings

- 6.26 Future residents will be provided with a good level of amenity in terms of outlook and privacy. The proposed scheme will be of a high standard of design in terms of living accommodation, sound proofing, natural lighting and ventilation. In relation to noise

appropriate mitigation can be specified between the commercial and residential elements of the scheme at condition discharge stage.

- 6.27 For the reasons discussed above, the proposed scheme will ensure a sufficient level of amenity is achieved for future residents of the scheme whilst safeguarding the amenity of nearby uses. On this basis the scheme accords with policy DM 1; saved UDP policy DC26; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Design Guidance.

Sustainable Development: Economic, Social and Environmental Benefits

- 6.28 The proposal will have high sustainability credentials as a result of the economic, social and environmental benefits that it will bring.

Economic Benefits

- 6.29 The proposed development will bring a number of economic benefits during and post construction. The shortage of housing can act as a barrier to people accessing job opportunities, thus preventing the City from achieving its economic potential. The proposed accommodation will help meet the needs of local people and those moving to the City and thereby contributing to the economy. Together with creating job opportunities during and after the construction phase, the proposed accommodation will contribute to Council tax revenue, whilst existing and future retailers/businesses nearby in Chorlton will benefit from increased footfall and spending in the local community. The proposed commercial unit will also complement existing shops, amenities and facilities within the District Centre and will create new job opportunities.

Social Benefits

- 6.30 The site is located within Chorlton District Centre and has access to the amenities it has to offer, as well as being nearby to open space and recreation facilities, primary and secondary schools and places of worship, which will provide for the needs of future

occupants of the scheme. The proposed development will deliver high quality housing and contribute to the creation of a sustainable community.

Environmental Benefits

- 6.31 The proposed scheme will have significant environmental benefits since it involves the redevelopment of a vacant brownfield site, thereby reducing development pressure on greenfield sites. The scheme will involve the installation of an energy efficient heating system and appliances whilst glazing specifications will improve the thermal efficiency of the building. Further details on the range of measures that will be incorporated into the scheme to mitigate energy usage and ensure energy efficiency are provided within the submitted Design and Access Statement.
- 6.32 On the basis of the sustainability benefits that the scheme will provide the application is in accordance with provisions of the NPPF; Core Strategy Objective SO1 and SO6; Core Strategy Policies SP 1, EN 4, EN 8, EN 9, EN9 and DM 1; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Design Guidance.

Highways, Accessibility, Parking and Servicing

- 6.33 The site is located in a highly sustainable and accessible location with access to the full range of shops, amenities and services within Chorlton. The site also benefits from excellent public transport links, including frequent bus services and proximity to Chorlton Metrolink Station, whilst car club bays are also accessible. Given the highly sustainable and accessible location of the site it is not considered necessary for the scheme to accommodate car parking. It is noted that the Council accepted no on site car parking provision on the approved development at 577-579 Wilbraham Road (ref: 137425/FO/2023) and a similar conclusion is expected to be reached in relation to the current application proposal. The scheme will provide secure storage for eight bikes in total.
- 6.34 In terms of assessing car parking provision and highways matters, paragraph 115 of the NPPF is relevant and advises *'Development should only be prevented or refused on highways*

grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’. This is a high policy test and it is not considered that the development would be associated with severe adverse highway impacts which would warrant refusal. It has been demonstrated that the scheme accords with the transport requirements of the NPPF, PfE, and Core Strategy Policy T 2 and Spatial Objective SO5.

Crime and Security Matters

- 6.35 The proposed scheme will provide a number of benefits in terms of improved safety and security benefits. This will include bringing a use back to the site and providing housing which will generate a sense of ownership and responsibility; avoiding deep recesses that could provide potential concealment; providing apartments above street level and an active commercial use at ground floor; and providing a secure entrance and cycle parking facilities. The development will also include appropriate security fixtures / fittings to ensure the development is safe including doors, windows, glazing, alarms, access controls, lighting and CCTV. These measures can be integrated into the development proposal and can be secured by the Council through a planning condition. In summary the development will improve safety and security, and therefore complies with Core Strategy Policy DM 1 and provisions of Sections 8 and 12 of the NPPF.

Ecology

- 6.36 The application site comprises cleared land with rough hardstanding and does not possess any ecological value.

Flood Risk

- 6.37 The site is located in flood risk zone 1 of the Environment Agency Flood Map (the lowest level of risk). The proposed development will not increase the footprint of impermeable surfacing the site and will not increase the likelihood of flooding of nearby land. On this basis the application therefore complies with section 14 of the NPPF and Core Strategy Policy EN 14.

7. Conclusion

- 7.1 The proposal accords with national and local planning policy guidance, conforming with Core Strategy policies, saved policies of the UDP, policies of PFE, and relevant supplementary planning documents/guidance.
- 7.2 The proposed scheme will deliver a range of significant positive planning and regeneration benefits as discussed within this report, including:
- The redevelopment of a vacant unattractive site and the provision of a scheme of high design quality which will have a positive impact on the streetscene and Chorlton District Centre more widely. The scheme responds sensitively to its context in terms of its scale/massing, siting, appearance, materiality and detailed design. The scale of the proposed building is wholly appropriate for the District Centre location having regard to the existing building, other buildings of similar scale, as well as the Government's ambitions to support higher density development in sustainable and accessible locations such as this. The relationship with surrounding uses has also been carefully considered to ensure amenity is protected.
 - The development of a mix of dwelling types and sizes which will help meet local housing demand. The accommodation will be attractive to a wide market including first time buyers, young professionals, key workers, families and older people.
 - Securing direct investment into the local community through the provision of jobs during the construction stage, spending in nearby shops / facilities by future residents, as well as jobs associated with the ground floor commercial use. Employment will also be created / sustained through the delivery of the development and supply of materials etc.
 - A scheme which will minimise opportunities to commit crime and reduce the fear of crime by providing passive surveillance and increasing footfall in the vicinity of the site. The development will also incorporate appropriate security fixtures and fittings to minimise the likelihood of crime.

- The provision of a development with high sustainability credentials that will deliver a range of economic, social and environmental benefits.
- The development of brownfield land which will help reduce the pressure to build on green space and Green Belt land. The site is in close proximity to high quality public transport connections including Chorlton Metrolink Station and numerous bus services, enabling future residents to travel sustainably, minimising use of the car. Secure cycle parking (at least 100% provision) is also provided.
- The scheme will represent investment and regeneration in Chorlton District Centre and may also act as a catalyst for future investment in the area.

7.3 On this basis Paul Butler Associates are pleased to prepare this Planning Statement in support of the planning application and look forward to progressing the proposals with Manchester City Council.